

**St. Joseph and Elkhart Counties Regional Air Quality Steering Committee  
Meeting Summary**

**Wednesday, October 21, 1998**

**6:00 p.m. to 7:30 p.m.**

**South Bend Transportation Corporation  
South Bend, Indiana**

**1. Welcome and Introductions**

The meeting began with the identification of the handouts. The federal update consisted of information about the Urban Air Toxics Strategy. This document provides strategy and is not a regulation. The comment period for this strategy ends on November 30, 1998. The Indiana Department of Environmental Management (IDEM) updates included information about the statewide mercury collection program, the neighborhood toxics monitoring to begin in January 1999, and the availability of the Americorp volunteer program.

**2. Discussion of Final NOx SIP Call Rule**

The brief discussion centered around the schedule for state rulemaking which is; a draft by February, preliminary adoption in June, and a final rule in September 1999. Establishing a workgroup to provide input from the public in the rulemaking process is planned to start in December. It is anticipated that this workgroup will meet in different areas of the state.

EPA is looking at the 15 states that were part of the Ozone Transport Assessment Group (OTAG) but were not included in the nitrogen oxides state implementation plan (NOx SIP) call. EPA may include some of those in the future. Time lines are short for submitting the state's NOx SIP by September 1999. Region V then has 2 months to review. The federal implementation plan (FIP) will become effective if a state does not submit a plan. It is important to work with EPA while developing the SIP. EPA has proposed to agree with the technical merit of the 126 petitions but will not go final until 1999. The 126 petitions are petitions submitted by the Northeastern states to EPA claiming that NOx coming from the upwind states, including the Midwest, contribute to their nonattainment. EPA's proposed remedy for these interstate petitions is the NOx SIP call. USEPA responded to the concern that 2003 was too soon to require this level of utility and industrial controls, by establishing a pool of emission credits that states can distribute either to units that make early reductions or that cannot meet the required deadline. Indiana was allotted just under 20,000 tons per year. These credits are good until 2004.

**3. Discussion of Mobile Sources Related Control Measures**

Ann McCabe, Senior Coordinator, Corporate Studies, Amoco Petroleum Products, presented information about reformulated and lower Reid vapor pressure gasolines (RFG and LRVP) and an interesting discussion resulted. The main problems to implementing one of the gasolines as a control measure are:

! Distribution. There are a limited number of storage tanks and underground transport pipes can not transport too many kinds of gasoline.

! EPA approval. The Clean Air Act reserves to EPA the authority to regulate the use of special gasolines for control of air pollutants. States can provide for special gasoline only under certain circumstances and with EPA approval.

! Cost. The cost of a gallon of RFG or LRVP gasoline is higher than conventional

gasolines.

! One or the other but not both. The distribution system could not handle both kinds of gasoline.

! Mandatory or voluntary. A voluntary use of one of these gasolines would require more storage tanks than the service stations currently have.

! Statewide versus county by county. Delivery of these gasolines would be easier if they were used statewide rather than in pockets of counties.

Scott Deloney, IDEM, presented some information about transportation control measures. He compared the measures on the basis of costs to implement and the emission reductions expected. Although these measures were not included in the list that was chosen by the committee to look at more closely, a committee member suggested that they be included for further consideration.

The committee will meet at 4:00 in the Elkhart County Public services Building in Goshen on December 2, 1998.